AMC

1979 DATA BOOK

AMC

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Merchandising/Sales Promotion Department

LITHO IN U.S.A.

1979 Buyer Protection Plan

The introduction of the BUYER PROTECTION PLAN by American Motors in 1972 marked the beginning of a new era of protection for American car buyers. Since that time, BPP has continued to provide a greater sense of confidence for AMC owners.

The BUYER PROTECTION PLAN includes the only 12 month, 12,000 mile (20 000 Km) warranty in the automotive industry. We provide this warranty because we are a consumer sensitive company dedicated to meeting the needs of automotive buyers.

As you read the details of the BUYER PROTECTION PLAN printed below, you will see that it covers everything on the car. Nothing is excluded except tires. That's the way we want it, and that's why American Motors has earned a reputation as the company with the most unique service plan in the business.

Your satisfaction with the car you drive is important to us, and we feel the BUYER PROTECTION PLAN assures you satisfaction.

1979 AMC Full 12-Month/12,000 Mile New Car Warranty

When you buy a new 1979 AMC car from an AMC dealer, American Motors Corporation* guarantees to you that for 12 months or 12,000 miles (20 000 Km) from the date of delivery or first use, whichever comes first, it will, except for tires, pay for the repair or replacement of any part it supplies which proves defective in material or workmanship.

All we require is that the car be properly maintained and cared for under normal use and service in the fifty United States or Canada and that guaranteed repairs or replacements be made by an AMC dealer.

No other express warranty is given or authorized by American Motors. American Motors shall not be liable for loss of use of vehicle, loss of time, inconvenience or other incidental or consequential damages. Some states and provinces do not allow limitation or exclusion of incidental or consequential damages so the above exclusion and limitation may not apply to you. This warranty gives you specific legal rights and you may also have other rights which vary from state to state or province to province.

****In Canada: American Motors (Canada) Limited***

Related features:

- **Complete Guarantee Coverage**
  This guarantee gives you 12 month or 12,000 mile (20 000 Km) coverage on many items not covered by most car warranties. It covers wiper blades, brake linings, light bulbs—everything we put on the car except tires. If any part American Motors supplies is wrong on your 1979, you won't have to pay for the parts or the labor. You are responsible to see that your car is maintained, at your expense, according to the 1979 Owner's Manual and Maintenance Schedule Booklet.
- **Service Adjustments**
  Any needed service adjustments required during the first 12 months or 12,000 miles of normal use, whichever comes first, and which are not required as part of normal scheduled maintenance,will be performed by an authorized AMC dealer without charge to the owner.
- **Guarantee Service for Owners Who Move or Travel**
  If you move or are traveling, any AMC dealer in the 50 United States or Canada will perform guarantee repairs for you.
- **Guarantee Coverage for Subsequent Owners**
  Subsequent owners of an AMC car are eligible for any unused guarantee coverage. A subsequent owner need simply present the owner's manual (properly filled-out) to an authorized AMC dealer to obtain guarantee repairs.
- **Tire Policy**
  The tire manufacturer provides a limited warranty for the tires supplied with your new car. Specific warranty information and tire adjustments are handled directly with owners by tire manufacturer's distributors, dealers or retail stores. Your AMC Dealer will assist if you need help in securing an adjustment.
- **New Car Pre-delivery Service**
  Your AMC dealer has serviced and tested your new car for starting, handling, braking and over-all performance in accordance with AMC's Dealer Pre-Delivery Service Procedure. In addition, many other checks, inspections, adjustments and final clean-up services have been performed to assure your car meets the quality standards of AMC products.
- **A Loaner Car**
  If your car needs guarantee repair work and "same day" (morning to evening) service cannot be completed as promised or if guarantee repairs require that the car be kept overnight, your AMC dealer will provide you with a free loaner car until your car is ready. To qualify, you must comply with your dealer's work schedule.
- **Special Trip Interruption Protection**
  If you're 100 miles (160 Km) or more from home and a servicing AMC dealer can't provide "same day" guarantee repairs for your car, interrupting your trip, we will reimburse you for reasonable extra lodging and meal costs up to $150, based upon your actual expenses. Submit receipts to the AMC dealer who serviced your car. He'll handle the paperwork that generates a direct reimbursement from American Motors to you.

Your Problem Is Our Problem

Your dealer and American Motors are concerned about your satisfaction. If a servicing problem or other difficulty occurs do the following:

- First, discuss the problem at the dealership with the Service Manager or other top official. Dealership management people are in the best position to resolve the problem quickly.
- If you want further help, call the local Zone Office or ask your dealer to do so (see listing of Zone Sales Offices in the Index of your Owner's Manual).
- If you've tried these two steps and still want help, contact us concerning your problem. If you write please include your phone number, address and all the information concerning your vehicle including make, model, Vehicle Identification Number (located in the upper left-hand corner of the dashboard), and any specific problem information. Forward your letter to:

In U.S.A.:
American Motors Corporation
14250 Plymouth Road
Detroit, Michigan 48232
Attn: Owner Relations
Telephone (313) 493-2341

In Canada:
American Motors (Canada) Ltd.
350 Kennedy Road South
Brampton, Ontario
Attn: Customer Services

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Standard Features:

Spirit, Concord and Pacer models include these standard features:
- 121 CID 4-cylinder engine (Spirit)
- 232 CID 6-cylinder engine *(Concord)
- 258 CID 6-cylinder engine (Pacer)
- 4-speed manual floor shift **
- Front disc brakes
- Compact, high-pressure spare tire
- Inside hood release
- 13-gallon fuel tank (Spirit Sedan, 4-cylinder engine)
- 21-gallon fuel tank (Spirit, Pacer)
- 22-gallon fuel tank (Concord)
- Front sway bar (except Spirit Sedan)
- Lighted ashtray
- Bucket seats in Sport Vinyl (Spirit)
- Notched bench seat in Sport Vinyl (Concord; Spirit Sedan — No cost option)
- Bench seat in Sport Vinyl or Striped Knit fabric (Concord with automatic transmission)
- Individual reclining seats in Caberfae Corduroy or Sport Vinyl (Pacer)
- Caberfae Corduroy bucket seats (Pacer — No cost option)
- Folding rear seat back (Spirit, Concord Wagon and Hatchback, Pacer)
- Custom steering wheel
- 12 oz. color-keyed carpeting and color-keyed seat belts
- Spare tire cover (Spirit)
- Full wheel covers
- Chrome-plated aluminum bumpers with black end caps (except Pacer)
- Rear bumper guards
  Front bumper guards (Pacer only)
- Dual body side pin stripes (except Pacer)
- Quad rectangular headlamps (except Pacer)
- Hood ornament and windsplit molding (Concord and Pacer)
- Drip rail, wheellip, hood front edge, windshield surround moldings

In addition to or in place of base model standard equipment, Spirit, Concord and Pacer DL models include:
- Day/night mirror
- Electronic digital clock (Spirit and Concord)
- Electric clock (Pacer)
- Extra Quiet insulation
- Dual horns
- Courtesy lights
- Engine compartment light (Concord)
- Custom bucket seats in Caberfae Corduroy fabric or Sport Vinyl (Spirit)
- Individual reclining seats in Velveteen Crush fabric or Sport Vinyl (Concord)
- Individual reclining seats in Caberfae Corduroy fabric or Sport Vinyl or bucket seats in Caberfae Corduroy fabric (Pacer)
- Folding split rear seat back (Spirit)
- Custom door trim panels
- Walnut Burl woodgrain instrument panel overlay
- Custom steering wheel with woodgrain overlays (Concord and Pacer)
- Luxury woodgrain steering wheel (Spirit)
- Custom headliner and sunvisors
- Instrument panel package shelf (Spirit and Concord)
- Color-keyed full wheel covers (Concord and Pacer)
- Cargo area skid strips (Pacer Wagon, Concord Wagon, and Hatchback)
- White sidewall tires
- Fiberglass belted radial white sidewall tires (Pacer)
- Bumper guards (front and rear)
- Landau vinyl roof (Concord Sedans and Concord Hatchback)
- Woodgrain bodyside overlays (Concord Wagon)
- Color-keyed wide bodyside scuff moldings (Concord Sedans and Hatchback; Pacer)
- Color-keyed styled wheel covers (Spirit)

In addition to or in place of DL Model Equipment, Spirit, Concord and Pacer Limited models include:
- AM radio
- Power door locks
- Power windows (Pacer)
- Power liftback release (Spirit Liftback)
- Dual remote mirrors
- Adjustable tilt steering wheel
- Light Group
- Visibility Group
- Convenience Group
- Protection Group
- Fiberglass belted radial WSW tires (Spirit and Concord)
- Luxury woodgrain steering wheel (Concord and Pacer)
- Bucket seats in genuine leather (Spirit)
- Individual reclining seats in genuine leather with beige cord accents (Concord and Pacer)
- Full length console with center armrest (Spirit)
- Folding center armrest (Pacer)
- 18 oz. color-keyed carpeting
- Color-keyed styled wheel covers (Concord and Pacer)

AMX includes these standard features:
- 258 CID 6-cylinder engine
- 4-speed manual floor shift*
- Rally-Tuned suspension system
- Heavy duty front disc brakes
- Unique steering gears
- Performance Tuned exhaust sound (V-8 with manual transmission only)
- Gauge package (full instrumentation with tachometer)
- Intermittent wipers
- Inside hood release
- Power liftback release
- 21-gallon fuel tank
- Extra Quiet insulation
- Dual horns
- Courtesy lights
- Custom bucket seats in Caberfae Corduroy or Sport Vinyl
- Folding split rear seat back
- Custom door trim panels with brushed aluminum accents
- Full length console with integral center armrest
- Brushed aluminum instrument panel overlays
- Color-keyed leather-wrapped sport steering wheel
- Custom headliner and sun visors
- Color-keyed seat belts (front)
- 12 oz. color-keyed carpeting
- Spare tire cover
- Instrument panel package shelf
- Black bumpers with bumper guards and nerfing strips (front and rear)
- Color-keyed front air dam and rear deck spoiler with accent stripes
- Color-keyed front and rear fender flares with accent stripes
- Unique black grille insert and black headlight bezels
- Turbocast II aluminum wheels (4) with black accents
- ER60 x 14 Flexten belted radial OWL tires
- Dual black remote mirrors
- "AMX" graphics and "AMX" flame decal on hood

Options:

Appearance
- Clearcoat paint, 1 color (Pacer)
- Two-tone paint (all models except Spirit Sedan and AMX, or with Rally stripe or GT package)
- Vinyl roof (Pacer Hatchback)
- Woodgrain side overlays (Pacer Wagon)
- Rally stripe (Spirit)
- Leather-wrapped sport steering wheel
- Luxury woodgrain steering wheel (Concord and Pacer)

Wheel Trim
- Styled wheel covers (Argent)
- Color-keyed styled wheel covers
- Spoke styled wheels (4)
- Turbine-forged aluminum wheels (4)
- Turbocast II aluminum wheels (4) (Spirit)

Protection
- Bodyside scuff moldings
- Locking gas cap
- Protective inner coating
- Extra Quiet insulation
- Bumper guards (front)

Heavy Duty
- Heavy duty battery
- Air shocks with compressor (Concord)
- Air shocks, manual (Spirit and Pacer)
- Transmission oil cooler (Concord and Pacer with V-8 engine & automatic transmission)
- Twin grip differential

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*Not available in California
**Not available in California with 4-cylinder engine

Seat and Trim Availability

1979 CONCORD

Interior Trims		"Base" Bench Sport Vinyl		"Base" Bench Striped Knit		"D L" Individual Sport Vinyl					"D L" Individual Velveteen Crush					"Limited" Individual Leather/ Cord	"D L" & "Limited" Standard Vinyl Roof				
BODY TYPE		Blue	Beige	Blue	Beige	Black	Blue	Russet	Beige	Flax	Black	Blue	Russet	Beige	Flax	Beige	Black	Blue	Russet	Beige	Flax
03-7	2-Dr. Hatchback	NV3	NV6	NF3	NF6	RV1	RV3	RV5	RV6	RV7	RF1	RF3	RF5	RF6	RF7		●	●	●	●	
05-7	4-Dr. Sedan	NV3	NV6	NF3	NF6	RV1	RV3	RV5	RV6	RV7	RF1	RF3	RF5	RF6	RF7	RL6	●	●	●	●	●
06-7	2-Dr. Sedan	NV3	NV6	NF3	NF6	RV1	RV3	RV5	RV6	RV7	RF1	RF3	RF5	RF6	RF7	RL6	●	●	●	●	●
08-7	4-Dr. Wagon	NV3	NV6	NF3	NF6	RV1	RV3	RV5	RV6	RV7	RF1	RF3	RF5	RF6	RF7	RL6					
Exterior Colors																					
9B	Olympic White*	●	●	●	●	●	●	●	●		●	●	●	●		●	BK WH*	BL WH	RU WH	BR DB WH	
8C	Quick Silver, Met.	●		●		●		●			●		●				BK SL		RU SL		
P1	Classic Black	●	●	●	●	●		●	●		●		●	●		●	BK		BK	BK	
9H	Cumberland Green, Met.		●		●	●			●		●			●		●	BK			BG	
9E	Wedgwood Blue*	●		●			●					●						BL*			
9M	Starboard Blue, Met.*	●		●		●	●				●	●					BL	BL* WH			
8A	Khaki					●		●		●	●		●		●		NE BK		RU		NE
8B	British Bronze, Met.					●				●	●				●		BK				NE
9L	Saxon Yellow		●		●	●			●		●			●		●	BK YE			BR YE	
9N	Morocco Buff*		●		●			●	●				●	●		●			RU	BR DB BG*	
9A	Alpaca Brown, Met.*		●		●				●					●		●				BR DB* BG*	
9K	Sable Brown, Met.*		●		●				●					●		●				BR DB* BG	
6P	Firecracker Red		●		●	●					●						BK				
9C	Russet, Met.*		●		●	●		●	●		●		●	●		●	RU		RU* DR	RU	
9P	Bordeaux, Met.*		●		●	●		●	●		●		●	●		●	DR		DR RU*	DR	
Vinyl Roof w/Opt. Two-Tone (03/05/06)																					
P1/LC	Classic Black/ Quick Silver*					●					●						BK*				
9M/SW	Starboard Blue/ Wedgwood Blue*						●					●						BL*			
8B/AN	British Bronze/Khaki									●					●						NE
9N/NB	Morocco Buff/ Alpaca Brown*								●					●		●				BG*	
9L/KB	Sable Brown/ Alpaca Brown*								●					●		●				DB*	
9C/CR	Russet/Bordeaux*							●					●						RU		
★ Two-Tone Paint (Opt. on 08-7)																					
P1/8C	Classic Black/ Quick Silver*					●					●										
9M/9E	Starboard Blue/ Wedgwood Blue*						●					●									
8B/8A	British Bronze/Khaki									●					●						
9N/9A	Morocco Buff/ Alpaca Brown*								●					●		●					
9K/9A	Sable Brown/ Alpaca Brown*								●					●		●					
9C/9P	Russet/Bordeaux*							●					●								

VINYL ROOF (N.A. BASE)

BK = Black
WH = White
SL = Silver
BL = Blue
NE = Neutral
BG = Beige
BR = Med. Brown
DB = Dark Brown
RU = Russet
DR = Dark Russet
YE = Yellow

(*) Asterisk indicates only colors available for 03-7 Hatchback.

★ Replaces Woodgrain Side Panels.

1979 PACER

BODY TYPE	Interior Trims	"D L" Individual Sport Vinyl					"D L" Individual Caberfae Corduroy Fabric					"D L" Bucket Caberfae Corduroy Fabric					"Limited" Individual Leather/ Cord	"D L" & "Limited" Optional Vinyl Roof				
		Black	Blue	Russet	Beige	Flax	Black	Blue	Russet	Beige	Flax	Black	Blue	Russet	Beige	Flax	Beige	Black	Blue	Russet	Beige	Flax
66-7	2-Dr. Hatchback	RV1	RV3	RV5	RV6	RV7	RF1	RF3	RF5	RF6	RF7	BF1	BF3	BF5	BF6	BF7	RL6	●	●	●	●	●
68-7	2-Dr. Wagon	RV1	RV3	RV5	RV6	RV7	RF1	RF3	RF5	RF6	RF7	BF1	BF3	BF5	BF6	BF7	RL6					
Exterior Colors																						
9B	Olympic White	●	●	●	●		●	●	●	●		●	●	●	●		●	WH	WH BL	WH DR	WH BR	
8C	Quick Silver, Met.	●	●	●			●	●	●			●	●	●					BL	DR		
P1	Classic Black	●		●	●		●		●	●		●		●	●		●	WH				
9H	Cumberland Green, Met.	●			●		●			●		●			●		●					
9E	Wedgwood Blue		●					●					●						BL			
9M	Starboard Blue, Met.	●	●				●	●				●	●					BL	WH BL			
8A	Khaki	●		●		●	●		●		●	●		●		●						NE
8B	British Bronze, Met.	●				●	●				●	●				●		NE				NE
9L	Saxon Yellow	●			●		●			●		●			●		●				BR	
9N	Morocco Buff			●	●				●	●				●	●		●				BR	
9A	Alpaca Brown, Met.				●					●					●		●				BR	
9K	Sable Brown. Met.				●					●					●		●				BR	
6P	Firecracker Red	●					●					●										
9C	Russet, Met.	●		●	●		●		●	●		●		●	●		●			DR		
9P	Bordeaux, Met.	●		●	●		●		●	●		●		●	●		●	DR		DR	DR	
9Z	Misty Beige Clearcoat (EXTRA COST)																●					
Two-Tone Paint (Opt.)																						
P1/8C	Classic Black/ Quick Silver	●					●					●										
9M/9E	Starboard Blue/ Wedgwood Blue		●					●					●									
8B/8A	British Bronze/Khaki					●					●					●						
9A/9N	Alpaca Brown/ Morocco Buff				●					●					●		●					
9K/9A	Sable Brown/ Alpaca Brown				●					●					●		●					
9P/9C	Bordeaux/Russet			●					●					●								
Two-Tone w/Opt. Vinyl Roof (66-7)																						
9M/SW	Starboard Blue/ Wedgewood Blue		●					●					●						BL			
9A/MA	Alpaca Brown/ Morocco Buff				●					●					●		●				BR	
9P/RB	Bordeaux/ Russet			●					●					●						DR		

OPT. VINYL ROOF (66-7)
NE =Neutral
BL =Blue
DR =Dark Russet
BR =Med. Brown
WH =White

1979 SPIRIT

BODY TYPE		Interior Trims: "Base" Bench Sport Vinyl		"Base" Bucket Sport Vinyl			"D L" Bucket Sport Vinyl					"D L" Bucket Caberfae Corduroy Fabric					"Limited" Bucket Leather/Cord	"Base" "D L" & "Limited" Optional Rally Stripes				
		Blue	Beige	Black	Blue	Beige	Black	Blue	Russet	Beige	Flax	Black	Blue	Russet	Beige	Flax	Beige	Black	Blue	Russet	Beige	Flax
43-7	2-Dr. Liftback			BV1	BV3	BV6	BV1	BV3	BV5	BV6	BV7	BF1	BF3	BF5	BF6	BF7	BL6	●	●	●	●	●
46-7	2-Dr. Sedan	NV3	NV6	BV1	BV3	BV6	BV1	BV3	BV5	BV6	BV7	BF1	BF3	BF5	BF6	BF7	BL6	●	●	●	●	●
Exterior Colors																						
9B	Olympic White	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	A	B	F	D	E
8C	Quick Silver, Met.	●		●	●		●	●	●			●	●	●				A	B	F		
P1	Classic Black		●	●		●	●		●	●		●		●	●		●	C		C	C	
9H	Cumberland Green, Met.		●	●		●	●			●		●			●		●	E			D	
9E	Wedgwood Blue	●			●			●					●						B			
9M	Starboard Blue, Met.	●			●		●	●				●	●					B	B			
8A	Khaki			●			●		●		●	●		●		●		E		C		E
8B	British Bronze, Met.			●			●				●	●				●		E				E
9L	Saxon Yellow		●	●		●	●			●		●			●		●	A			D	
9N	Morocco Buff		●			●			●	●				●	●		●			F	D	
9A	Alpaca Brown, Met.		●			●				●					●		●				D	
9K	Sable Brown, Met.		●			●				●					●		●				C	
6P	Firecracker Red		●	●		●	●			●		●			●			A			C	
9C	Russet, Met.			●		●	●		●	●		●		●	●		●	F		F	C	
9P	Bordeaux, Met.			●		●	●		●	●		●		●	●		●	A		C	C	

Two-Tone Paint (Opt. on 43-7)

		Bench Blue	Bench Beige	Base Bucket Black	Base Bucket Blue	Base Bucket Beige	D L Vinyl Black	D L Vinyl Blue	D L Vinyl Russet	D L Vinyl Beige	D L Vinyl Flax	D L Fabric Black	D L Fabric Blue	D L Fabric Russet	D L Fabric Beige	D L Fabric Flax	Limited Beige
8C/P1	Quick Silver/ Classic Black			●			●					●					
9M/9E	Starboard Blue/ Wedgwood Blue				●			●					●				
8B/8A	British Bronze/Khaki										●					●	
9N/9A	Morocco Buff/ Alpaca Brown					●				●					●		●
9K/9A	Sable Brown/ Alpaca Brown					●				●					●		●
9C/9P	Russet/Bordeaux								●					●			

OPT. RALLY STRIPES

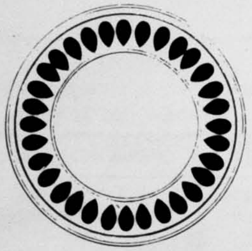
A	= Black/D. Silver
B	= D. Blue/L. Blue
C	= Copper/Bronze
D	= Brown/Gold
E	= Black/Beige
F	= Bordeaux/Bronze

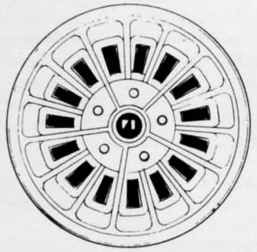
1979 AMX

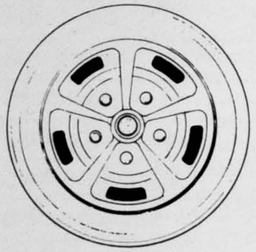
BODY TYPE		Interior Trims: Bucket Sport Vinyl			Bucket Caberfae Fabric			Standard Decal Hood/Side Striping
		Black	Blue	Beige	Black	Blue	Beige	
43-9	2-Dr. Liftback	BV1	BV3	BV6	BF1	BF3	BF6	
Exterior Colors								
9B	Olympic White	●	●	●	●	●	●	Lt. Orange/Black/Dk. Orange
P1	Classic Black	●		●	●		●	Black/Dk. Orange/Lt. Orange
9E	Wedgwood Blue	●	●		●	●		Lt. Orange/Black/Dk. Orange
9L	Saxon Yellow	●		●	●		●	Lt. Orange/Black/Dk. Orange
9N	Morocco Buff	●		●	●		●	Lt. Orange/Black/Dk. Orange
6P	Firecracker Red	●			●			Lt. Orange/Black/Dk. Orange

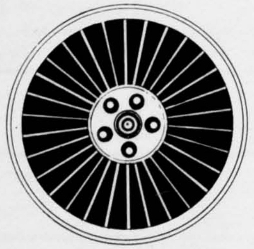
Wheel Covers

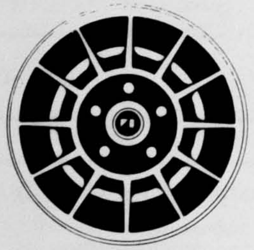
Spirit/AMX


WHEEL COVER
STD. BASE N/A-AMX

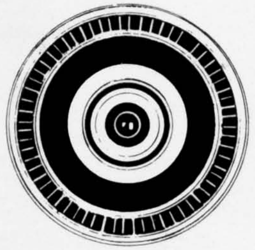

STYLED WHEEL COVER
ARGENT OPT. BASE
COLOR KEYED-STD.
LIMITED & D L
N/A AMX OR GT


SPOKE STYLE WHEEL
STD.-GT OPT. ALL OTHERS
N/A-AMX


TURBINE ALUMINUM WHEEL
OPT.
N/A-AMX


TURBOCAST II WHEEL
STD.-AMX OPT.-OTHERS

Pacer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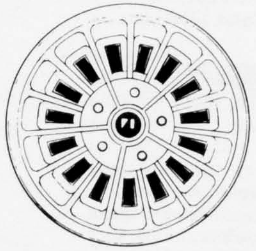
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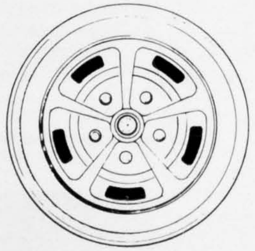
ARGENT-OPT. D L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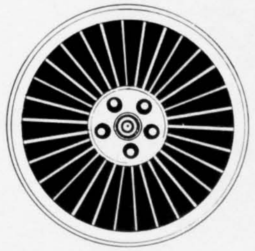
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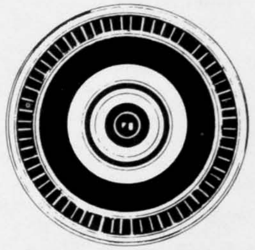
OPT.

Concord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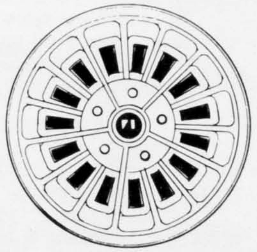
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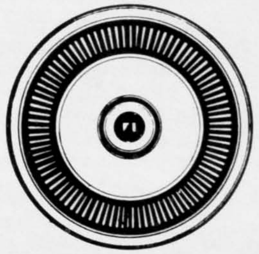
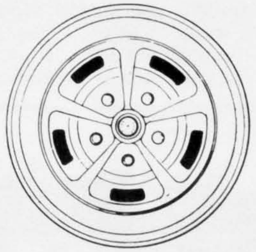
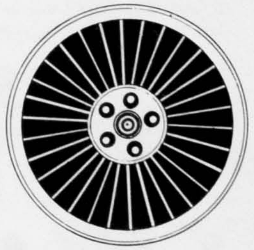
OPT. 03-05-06 D L
ARGENT-OPT. BASE & D L


CORP. COVER
STD. BASE


SPOKE STYLE WHEEL
OPT.


TURBINE ALUMINUM WHEEL
OPT.

Mechanical

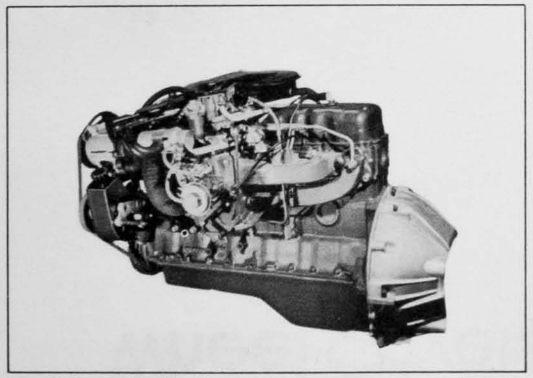
Engine

Engine Specifications

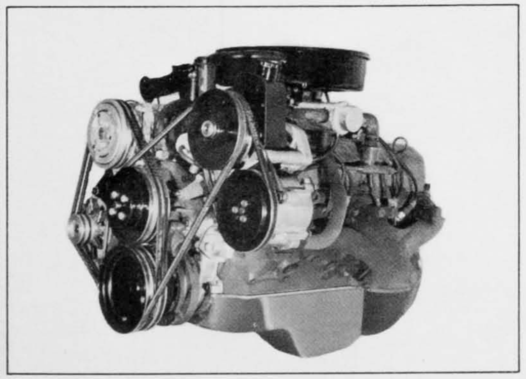
	2 Liter	232 CID**	258 CID	304 CID
Standard Engine	Spirit	Concord	AMX Pacer	–
Optional Engine	Concord	Spirit	Spirit	Concord AMX Pacer Spirit
Type	In-line OHV 4	In-line OHV 6	In-line OHV 6	90° OHV V-8
Bore and Stroke (in.)	3.41 x 3.23	3.75 x 3.50	3.75 x 3.90	3.75 x 3.44
Displacement (cu. in.)	121 (1974 cc)	232 (3802 cc)	258 (4229 cc)	304 (4983 cc)
Compression Ratio	8.2:1	8.0:1	8.3:1	8.4:1
Taxable HP (license)	18.5	33.75	33.75	45.00
Carburetor	2-barrel	1-barrel	2-barrel*	2-barrel
Main Bearing	Five	Seven	Seven	Five
Valve Lifters	Mechanical	Hydraulic	Hydraulic	Hydraulic
Oil Filter	Full-flow	Full-flow	Full-flow	Full-flow
Air Cleaner	Fiber-element	Fiber-element	Fiber-element	Fiber-element
Exhaust System	Aluminized single muffler and tailpipe	Aluminized single muffler and tailpipe	Aluminized single muffler and tailpipe	Aluminized single muffler and tailpipe
Fuel Requirements	All AMC Passenger Car Engines Require Unleaded Gasoline			

*1 bbl. std. in California.

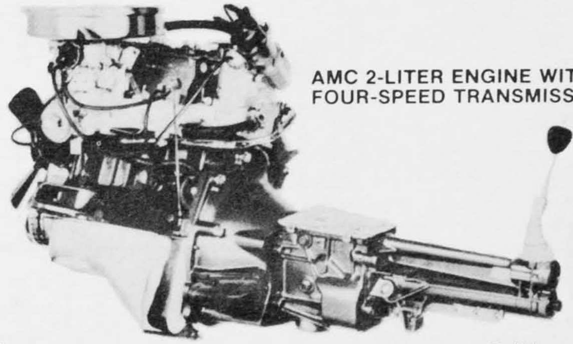
**Not available in California or High Altitude.



Six Cylinder Engine



V-8 Engine



AMC 2-LITER ENGINE WITH FOUR-SPEED TRANSMISSION

AMC 2-Liter Engine

The new 4-cylinder engine is an energy efficient size. Its displacement, 1984 cubic centimeters, or about 121 cubic inches, coupled with the substantial total vehicle weight savings that it allows, provides significantly improved fuel economy, while maintaining fully acceptable performance capability through high specific power output.

Weight savings were maximized through basic engine design and component material selection. The fully trimmed engine is 200 pounds lighter than a comparably equipped 232 6-cylinder. Seventy percent of this reduction comes from five major engine components: the cylinder block, cylinder head, crankshaft, intake and exhaust manifolds.

The cylinder block is made of cast iron for strength and bore durability. The finish-machined block weighs only 90 pounds. The belt-driven overhead camshaft layout simplifies the block casting and contributes significantly to its light weight.

The cast aluminum cylinder head, at 26 pounds is 60% lighter than its iron counterpart on the 232 6-cylinder. The cylinder head is a cross-flow design with intake ports on the left side, and exhaust ports on the right side. Cross-flow configurations, because of simpler, more efficient manifolding and port design, inherently provide higher volumetric efficiency, and higher power output potential.

Long engine life is enhanced by use of bronze valve guides and sintered iron valve seat inserts. The inserts provide seat integrity and wear resistance necessary for long-life operation with unleaded gasoline. The bronze guides give excellent anti-wear characteristics for high mileage valve train integrity.

The cylinder head surface is flat except for a small relief around the inclined spark plugs. The bowl-shaped combustion chamber is contained entirely in the piston. A squish band around the periphery of each piston induces turbulence in the mixture for faster burning and spark knock control.

This approach to combustion chamber design has several important advantages. With less cooled surface exposed to combustion, a lower amount of combustion energy is lost to the engine coolant, improving fuel economy and reducing cooling system load. Hydrocarbon emissions also tend to be lower.

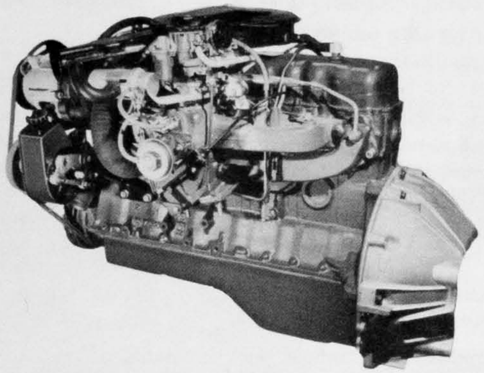
The in-line valves are positioned vertically in the cylinder head and are activated directly by the overhead camshaft through bucket-type mechanically adjustable tappets, shown just below the cam. This direct actuation reduces potential wear points associated with overhead valve or pivoted cam follower overhead camshaft designs. It also minimizes valve train system deflections, allowing trouble-free high speed operation.

Ball bearing type rotators are used on the exhaust valves to ensure good valve sealing throughout engine life, which also aids in hydrocarbon emissions control by reducing leakage between the exhaust valve and seat during combustion.

The nodular iron crankshaft weighs only 36 pounds and runs in five main bearings. Large journal overlap provides exceptional stiffness and the large bearing area ensures long life at high engine speeds.

One of the largest weight savings in the new engine was accomplished in the American Motors designed aluminum intake manifold. It weighs only five pounds, 78% less than the 6-cylinder iron manifold. The exceptional thermal conductivity of aluminum allows water heating, to ensure sufficient fuel vaporization for good cold start and general driveability. This avoids penalizing wide open throttle performance by higher than necessary temperatures that are common with exhaust-heated manifold designs.

This individual runner manifold mounts a Holly-Weber staged two-barrel carburetor. Staging allows the primary venturi to be sized and metered for best driveability, minimum exhaust emissions and maximum fuel economy under most driving modes, while the secondary venturi is sized and metered to provide maximum power on demand. A temperature-sensing electric choke provides optimum starting mixture under various weather conditions.



Low Profile Six Cylinder Engine

American Motors is famous for durable engines. The AMC six which utilizes a modern overhead valve design is no exception. Some of the features which make the AMC six such a dependable engine are detailed below.

- **"Hot-Spot" intake manifold maximizes fuel vaporization for lean air/fuel mixtures and quick cold weather starts.**
- **"Notch poppet" design thermostat aids warm-up.**
- **Carburetor venturi shaft location improves intake.**
- **Fuel system component arrangement covering tank, lines, filter cap, vent check valves, etc, helps prevent fuel loss during engine roll-over.**

Overhead valve design
permits large diameter intake and exhaust valves for better engine breathing, full-length water jackets for improved cooling provisions, and high compression for efficient engine operation.

Engine block (thinwall, precision-cast iron)
is a lightweight casting to help provide a high horsepower-to-weight ratio. Designed for maximum rigidity and noise dampening with minimum deadweight.

The crankshaft
is cast from malleable iron and features seven main bearings of steel-backed micro-babbitt alloy. Eight counterweights (instead of four as on many other crankshafts) are used to minimize vibration and increase crankshaft efficiency.

Connecting rod bearings
are constructed of steel-backed sintered copper-lead alloy.

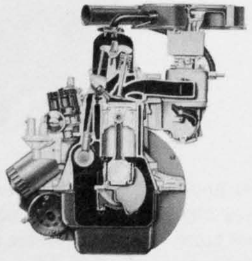
Combustion chambers
are wedge-shaped and cast in the head and piston crown. They are designed to induce turbulence of the fuel mixture, providing more complete combustion and lower spark voltage requirements.

Hydraulic lifters
compensate for variations in the valve linkage, thereby providing a quieter engine operation and permitting valves to seat properly and maintain full compression. Valve clearance adjustments are not required.

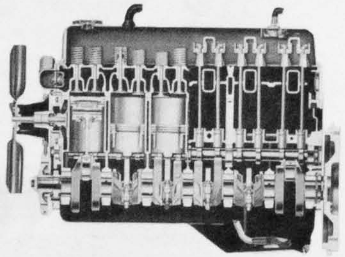
Short-stroke design
reduces piston travel for less friction-energy loss, more available power, quieter engine operation, and longer engine life.

Pistons
are cam-ground and constructed of aluminum alloy with a steel insert. Two cast iron rings and one three-piece steel ring control compression and oil. Piston is of "Autothermic" design for more efficient combustion and strength.

Valves
Free-rotating valves minimize carbon deposits to help maintain full compression. Exhaust valve seats (in-head) are induction hardened for long service life.

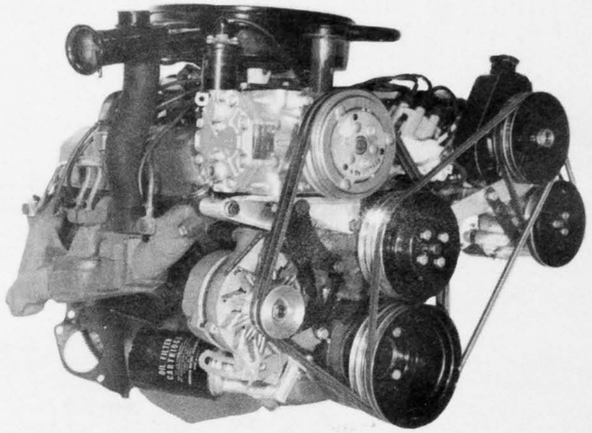


Front Cross-Section View, Six-Cylinder Engine.



Left Cross Section View, Six-Cylinder Engine.

AMC V-8 Engine



The AMC V-8 is a modern short-stroke design that minimizes piston speed (and wear) and keeps reciprocating weight to a minimum and provides lively engine response to throttle commands. Some of the features which contribute to the dependable operation of AMC V-8s are detailed below.

- Air gap insulator reduces heat transfer from engine to carburetor resulting in improved hot engine restart.
- 3-belt accessory drive system for more efficient power transfer to engine accessories.

Cold Ambient Air Inlet
All 1979 AMC vehicles incorporate a new system of air inlet to the carburetor. This system is routed so that inlet air is ducted from the front of the vehicle, rather than from under the hood. This system is part of the system which provides improved performance during high temperature conditions.

Overhead valve design
permits large diameter intake and exhaust valves for better engine breathing, full-length water jackets for improved cooling provisions, and high compression for efficient engine operation.

Engine block (thinwall, precision-cast iron)
is a lightweight casting to help provide a high horsepower-to-weight ratio. Designed for maximum rigidity and noise dampening with minimum deadweight.

The crankshaft
is cast from malleable iron and features five main bearings of steel-backed alloy lining. Six counter-weights are used to minimize vibration and increase crankshaft efficiency.

Connecting rod bearings
are constructed of steel-backed sintered copper-lead alloy.

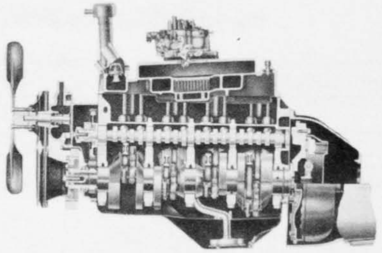
Combustion chambers
are wedge-shaped and cast in the head and piston crown. They are designed to induce turbulence of the fuel mixture, providing more complete combustion and lower spark voltage requirements.

Hydraulic lifters
compensate for variations in the valve linkage, thereby providing a quieter engine operation and permitting valves to seat properly and maintain full compression. Valve clearance adjustments are not required.

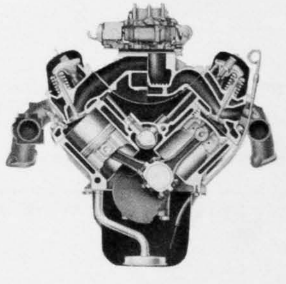
Short-stroke design
reduces piston travel for less friction-energy loss, more available power, quieter engine operation, and longer engine life.

Pistons
are cam-ground and constructed of aluminum alloy with a steel insert. Two cast iron rings and one three-piece steel ring control compression and oil. Piston is of "Autothermic" design for more efficient combustion and strength.

Valves
Free-rotating valves minimize carbon deposits to help maintain full compression. Exhaust valve seats (in-head) are induction hardened for long service life.



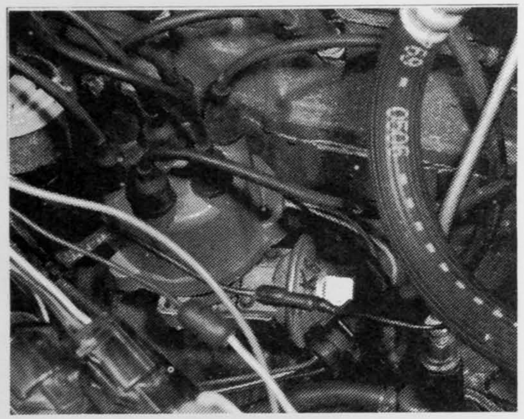
Left Cross Section View, V-8 Engine.

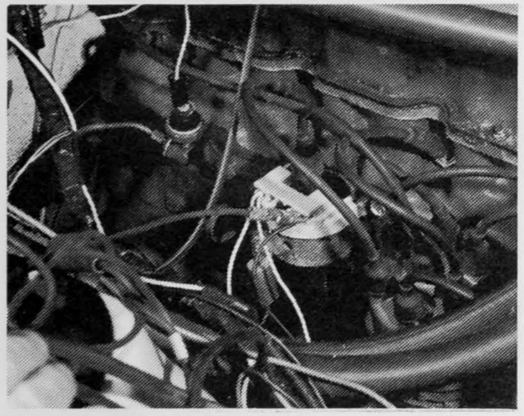


Front Cross Section, V-8 Engine.

Ignition System

Among all components, frequency of electrical system problems have ranked among the highest in all automotive products. AMC vehicle electrical components have been continually refined and upgraded and for 1979 are designed to minimize all chance of malfunction.



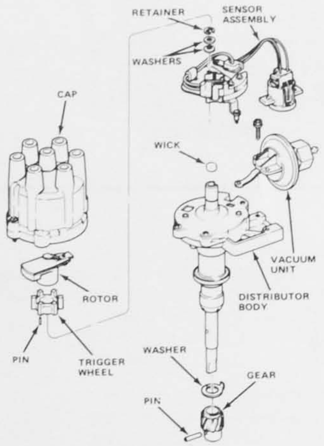


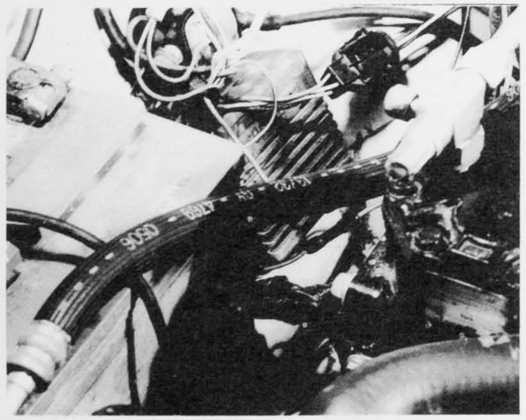
These systems are designed for fast, sure starts in all kinds of weather, exceptionally long life, and minimum servicing. The conventional point-type ignition system consists of an electronic control unit, a distributor with conventional advance mechanisms and an oil-filled ignition coil. The solid state ignition system consists of an electronic control unit, a distributor with conventional advance mechanisms, a sensor and trigger wheel in the distributor, primary resistance wire and bypass, and an oil-filled ignition coil.

Electronic ignition eliminates those variables that cause deterioration in the conventional ignition system and offers the following advantages and benefits.

ELECTRONIC IGNITION

All 1979 AMC 6- and 8-cylinder vehicles have the solid state ignition system as standard equipment. The AMC four-cylinder engine uses a conventional point-type ignition system.

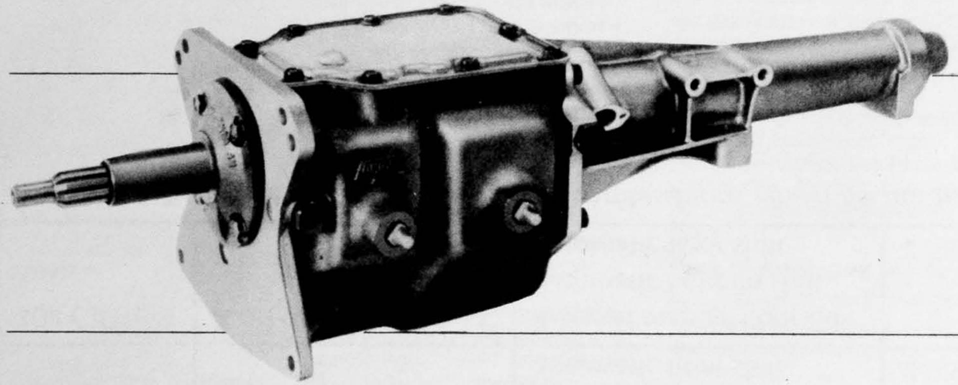




- Has exceptionally long life with longer intervals between tune-ups.
- Easy to trouble shoot and service.
- No points to errode or require service.
- Condenser has been eliminated.
- Controls ignition timing and dwell very accurately, resulting in maximum exhaust emission control with minimum ignition system service.
- Exceeds conventional ignition performance on all tests run from 20 F below zero to 200 F.
- With cranking voltages as low as 6 volts, 17,000 volts are still available to fire spark plugs.
- Delivers extremely accurate firing from cylinder to cylinder.

Transmission

Four Speed Manual



For 1979, AMC offers a lightweight, 4-speed manual transmission providing added performance, with better acceleration through the speed range.

It is standard on Pacer, Spirit, AMX, and Concord. Built to American Motors specifications by Borg-Warner Corporation, the transmission is designed to be used with engines of up to 200 pounds/feet torque.

Weighing only 55 pounds, the 4-speed transmission utilizes a die-cast aluminum case, extension housing and top cover to achieve its significant weight savings. Some cast-iron manual transmissions currently used in small cars weigh as much as 90 pounds.

A fully synchronized gearset gives the AMC 4-speed transmission smooth operating performance, while close ratios provide sporty shifting characteristics. Gears are "helical" design to provide a quiet drive and prolonged life, and the linkage is enclosed within the die-cast aluminum case, yielding positive shifting and lighter weight.

Gear selection is through an enclosed single rail shifter that eliminates the external rods and levers.

1979 Ratios

	6-Cyl.	4-Cyl.
1st	3.50:1	3.98:1
2nd	2.21:1	2.14:1
3rd	1.43:1	1.42:1
4th	1:1	1.1:1
Reverse	3.31:1	3.98:1

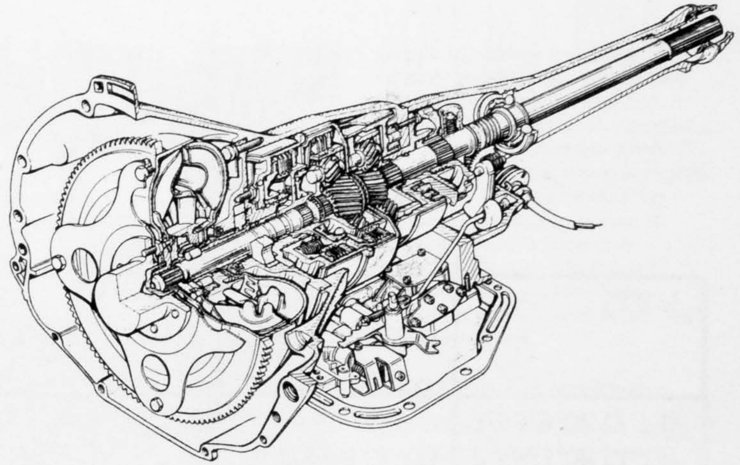
Three Speed Manual

3-speed manual transmission is available on the 49-State AMC Spirit. It has been designed to handle the torque loads on most present and future AMC engines as well as provide easier and smoother operation. Some of the many features of this transmission are listed below.

- Fully synchronized.
- Positive shift interlock — Due to use of hardened steel shafts that move in machined bores in the casing.
- Shaft forks are large and heavy for easier shifting.
- Heavy gears, shafts, and synchronizers for improved durability.
- In reverse:
  - *Integral reverse idler gear eliminates rough engagements.*
  - *Back-up light switch is threaded into the transmission case rather than mounted externally. This eliminates any adjustment.*
- Gear Ratios —

	1979 Ratios
1st	2.99:1
2nd	1.75:1
3rd	1:1
Reverse	3.17:1

Automatic Transmission



Most AMC models with 6-cylinder or V-8 engines are available with column shift automatic transmission.

In addition, floor shift is offered on Spirit, AMX, and Pacer models. Some of the consumer benefits provided by the AMC automatic transmission include:

- Smooth shifts.
- Responsive pick-up.
- Quiet operation and durability.
- Oil cooling — To help combat hot weather/stop and go driving. (AMC automatic transmissions are equipped with an oil cooler located in the bottom of the engine cooling radiator.)
- An "auxiliary" transmission oil cooler is offered for heavy-duty use and can be ordered separately.

The following features of the 1979 automatic transmission ensure smooth operation and reliable performance.

Transmission:

- Large friction elements for longer life.
- Large shafting for increased capacity and life.
- Large clutch assemblies and "belleville" springs.
- Large capacity front pump and vent.
- Utilization of an accumulator system for better shift quality, pressure control, and refined calibration.
- Simpson (double planetary) gearset for quiet operation and long life.
- Ball bearing on output shaft.
- Rugged and simplified parking mechanism.
- Governor, integral with output shaft.
- Boot-type rear seal.
- Integral front and rear servos mounted in case.
- Integral case and converter housing (aluminum).
- Filter on pump inlet (in place of screen).
- Transmission-mounted neutral safety switch for simplicity and greater accuracy.
- Mechanical throttle valve linkage for greater reliability and adaptability to emission requirements.
- The 1979 automatic transmission does not require band adjustment and does not require oil change under normal conditions.
- New "lock up" torque converter for improved fuel economy on V-8 automatics. Torque converter elements are locked together above 40 mph in 3rd gear with an internal friction clutch actuated by a pressure signal.

Transmission Action

Park	Transmission lock plus engine start
Reverse	2.20:1 gear ratio
Neutral	Engine start
Drive	1st gear start with automatic upshifts to 2nd and 3rd gears 1st–2.45:1 2nd–1.45:1 3rd–1.00:1
Second	1st gear start with automatic upshift to 2nd gear
First	1st gear start with no automatic upshift.

ENGINE/TRANSMISSION SPECIFICATIONS

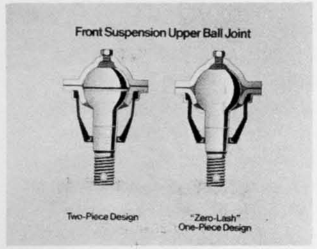
Engine	Compr. Ratio	Bore and Stroke	Transmission	Axle Ratio 49 States/California (High Altitude Option)					
				Spirit		AMX	Concord		Pacer
				Liftback	Sedan		Sedans and Hatchback	Wagon	Wagon and Hatchback
121 CID Four	8.3:1	3.41"X3.52"	4-speed manual floor shift	3.08 (3.31)	3.08 (3.31)		3.31 (3.31)		
			automatic column shift	3.31/3.31	3.31/3.31		3.58/3.58		
			automatic floor shift	3.31/3.31	3.31/3.31				
232 CID Six	8.0:1	3.75"X3.50"	3-speed manual floor shift	2.73	2.73				
			4-speed manual floor shift	2.53	2.53		2.53	2.53	
			automatic column shift	2.53	2.53		2.53	2.73	
			automatic floor shift	2.53	2.53				
258 CID Six	8.0:1	3.75"X3.90"	4-speed manual floor shift	2.53 (2.53)	2.53 (2.53)	2.53 (2.53)	2.53 (2.53)	2.53 (2.53)	2.53 (2.53)
			automatic column shift	2.53/3.08 (2.73)	2.53/3.08 (2.73)		2.53/3.08 (2.73)	2.53/3.08 (2.73)	2.53/3.08 (2.73)
			automatic floor shift	2.53/3.08 (2.73)	2.53/3.08 (2.73)	2.53/3.08 (2.73)			2.53/3.08 (2.73)
304 CID V-8	8.4:1	3.75"X3.44"	4-speed manual floor shift	2.87		2.87			
			automatic column shift				2.56[1] (2.87)	2.56 (2.87)	
			automatic floor shift	2.56[1] (2.87)		2.56[1] (2.87)			2:56[1] (2.87)

[1] *2.87 with Twin Grip*

Note: Powertrain combinations which do not have an axle ratio listed indicate powertrain unavailable.

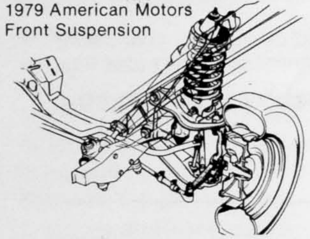
Suspension

1979 American Motors Suspension Features


Front Suspension Upper Ball Joint
Two-Piece Design
"Zero-Lash" One-Piece Design

1979 Front Suspension Upper Ball Joint

1979 American Motors Front Suspension



Front Suspension

For 1979, AMC continues to utilize "Twin-Ball-Joint" front suspension on Spirit, Concord and Pacer models. This design which among other advantages permits suspension geometry which minimizes "Front-End Diving" under heavy braking. In '79, the upper ball joints use a "Zero-Lash" one-piece design ball which is stronger, seals better, and stays tighter longer.

In addition, a resilient rubber bushing is used with each front strut which reduces the amount of road disturbances transmitted to the passenger area. Spirit, Concord, and AMX models utilize a new 2-piece bushing for a quiet, soft ride. Concord, AMX and Spirit models (except Spirit Sedan) have a new front sway bar as standard equipment. "Tru-Centric" wheels are being used for all 1979 models. "Tru-Centric" wheels improve wheel and tire balance, thus reducing vehicle vibration and helps provide an exceptionally smooth ride. Power steering gears have been revised to provide more road feel.

Pacer

Pacer employs the AMC Twin Ball Joint front suspension above but in the Pacer application high spring towers are eliminated providing more engine compartment room. New steering geometry helps minimize front end "nose dive." Road noise and vibration is effectively insulated from the body structure with rubber.

Rear Suspension

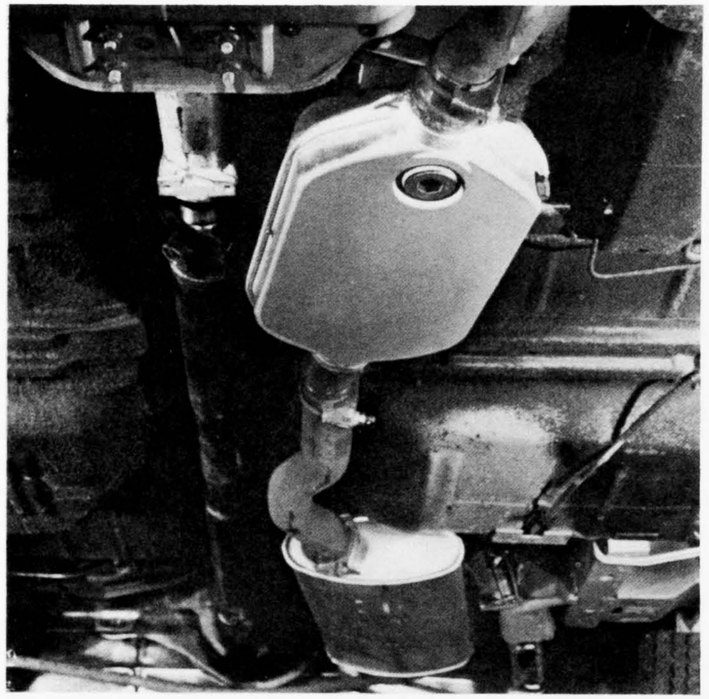
Spirit, Concord and Pacer models employ computer selected leaf springs and shock absorbers to tailor the suspension to the specific vehicle weight. Concord and Spirit rear suspension incorporate iso-clamps like Pacer for a quiet ride. Specific features of the suspension are detailed below.

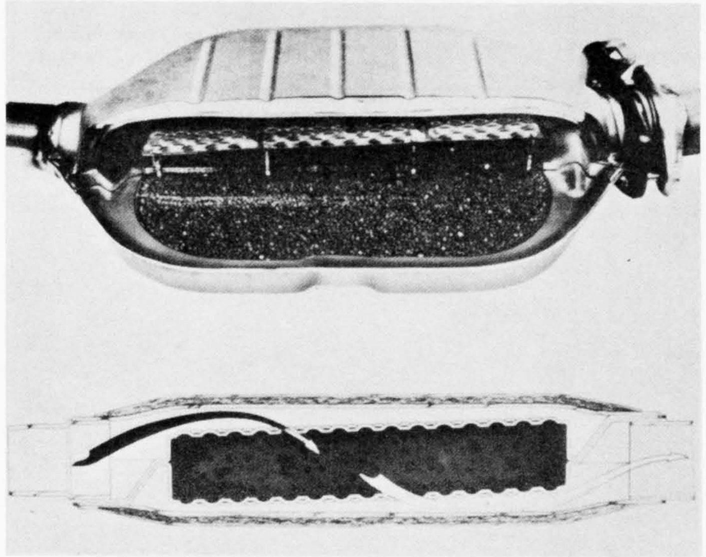
Spirit, Concord, AMX and Pacer

Spirit, Concord, AMX, and Pacer all use a conventional leaf spring/shock absorber rear suspension.

To isolate the body from road noise and vibration, the front of the rear leaf springs are attached to the body with special dual-rate rubber bushings (Concord, Spirit, Pacer). These also help eliminate clutch chatter on models equipped with manual transmission. The rear shock absorbers also employ a revised bayonet-type mounting to also help eliminate road noise entering the passenger compartment. Air adjustable shock absorbers are available on Concord and Spirit and include an onboard compressor on all Concord models.

Emission Control Features





American Motors has been actively engaged in reducing air pollutant emissions since the early 1950's. Substantial progress has been made, and our AMC cars meet the new, more stringent standards. To assure that the following systems continue to function properly, use *only* unleaded fuels and follow the recommended maintenance schedules as indicated in the 1979 Owner's Manual.

Catalytic Converter

Your 1979 car is equipped with a catalytic converter which is a muffler-like canister located in the exhaust system between the engine and muffler. It is filled with small alumina beads coated with a platinum palladium mixture which act as the catalyst. The coating causes the undesirable carbon monoxide and hydrocarbons to be converted into harmless carbon dioxide and water vapor.

The catalytic converter is designed to last the life of the car under normal usage and service. It does, however, require the use of unleaded fuel. Use of leaded fuel, which is prohibited by federal law, will render the catalyst ineffective and result in substantially higher emissions.

If the catalyst has been contaminated by the use of leaded fuels, it may be necessary to have the coated beads replaced. The combination of catalytic converter and unleaded fuel helps you enjoy low emission levels and reduced maintenance.

NOTE: *Certain cars are equipped with pre-catalytic converters. The pre-catalytic converter is mounted forward of the regular converter and duplicates its function to achieve additiional emission control effectiveness.*

Exhaust Gas Recycle System (EGR)

The exhaust gas recycle system, used on all AMC cars, is required to meet California and nationwide Federal Regulations on emission of nitrogen oxides. This system features a vacuum operated flow control valve which meters a portion of the exhaust gas into the intake manifold for recycling. This reduces the combustion temperature which reduces the formation of nitrogen oxides.

Fuel Return Line

A fuel return line is installed on all AMC cars to route fuel vapors back to the fuel tank to prevent excessive vaporization in the feed line to the carburetor. This eliminates "vapor lock" and provides improved hot engine restarts.

Fuel Tank Vapor Emission Control System

This system prevents gasoline vapors from escaping to atmosphere from the fuel tank by routing them to a canister for temporary storage. The canister contains activated charcoal granules which adsorb and store the vapors. When the engine is running, fresh air is drawn through the canister purging the vapors from the charcoal. The air and vapor mixture is then drawn into the engine and burned in the combustion chambers. The canister also collects and disposes of carburetor fuel bowl vapors in the same way.

"Air-Guard" System

This exhaust emission control system, which uses an engine-driven air pump, promotes oxidation of hydrocarbons and carbon monoxide in the exhaust manifold by injecting filtered air into the exhaust ports.

Fuel Bowl Cooler

California 6-cylinder engines only. Timed blower motor inducts cool air from fender area and directs on carburetors for improved hot starting and lower evaporating emissions.

Positive Crankcase Ventilation (PCV)

The PCV system eliminates the emission of crankcase fumes into the atmosphere by recirculating these fumes back into the engine for burning.

American Motors Emission Control System Warranty

American Motors warrants to the owner that his vehicle (and, in the case of a vehicle rated at more than 6,000 lbs. G.V.W., that the engine installed in such vehicle), is (1) designed, built, and equipped to conform, at the time of sale, with applicable regulations of the Federal Environmental Protection Agency issued under Section 202 of the National Emission Standards Act, and (2) free from defects in materials and workmanship, at the time of sale, which would cause such vehicle or engine to fail to conform with such regulations for a period of five (5) years from date of first use or 50,000 miles, whichever occurs first. American Motors obligation under this warranty is to repair or replace, at an authorized American Motors Dealer's place of business, any part which proves to be so defective, required to bring the vehicle or engine into conformity with such regulations. This warranty applies only to vehicles first sold and used in the United States.

Bumper Systems

AMC's Bumper Systems have been designed to meet Federal requirements of 5 MPH barrier and pendulum impact protection for both front and rear. American Motors Corporation offers different systems on its car lines, which are tailored to that size vehicle. Spirit, Concord and AMX utilize recoverable front and rigid rear systems.

All '79 models have reinforcementless bumpers which offer a significant weight savings per car.

AMC's energy absorbing "recoverable" bumper uses a hydraulic principle to dissipate the kinetic energy of impact by converting it into heat energy. It uses a pneumatic principle to restore the bumper to its extended position. The device is located between the vehicle's front bumper and frame providing the mounting for the bumper. It is designed to absorb impact energy and restore the bumper to its original position after low speed collisions.

AMC's energy-absorbing devices are maintenance-free as well as self-restoring following impact.

The device that allows AMC's recoverable bumper to perform its function consists of two heavy-gauge steel cylinders, one telescoping into the other. The front chamber attaches to the car's bumper, the rear to the car's understructure.

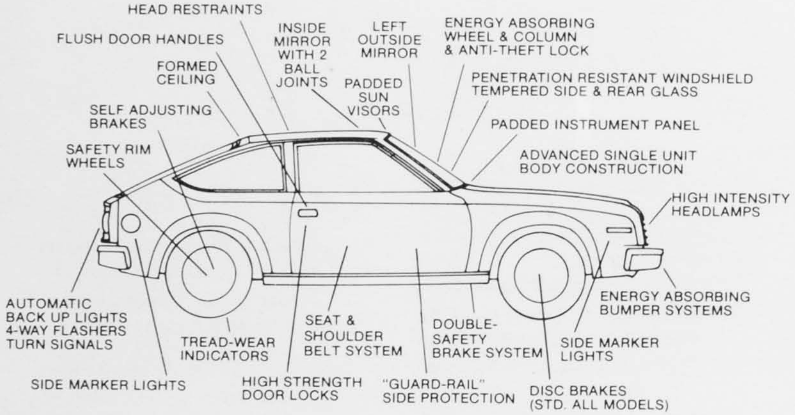
All 1979 Spirits and Concords utilize steel reinforced rear rubber bumper guards for added protection. Front bumper guards are optional. Pacer offers front and rear bumper guards. Full width front and rear nerfing strips are optional on all models as part of the Protection Group. Pacer DL, AMX, Limited Models and the Spirit GT Package include standard front and rear bumper guards and nerfing strips.

Bumper Systems Availability*

	Spirit	**Concord**	**AMX**	**Pacer**
Front: Guards	Optional	Optional	Standard	Standard
Nerfing Strip	Optional	Optional	Standard	Optional
Energy-Absorbing Bumpers	Standard	Standard	Standard	Standard
Rear: Guards	Standard	Standard	Standard	Standard
Nerfing Strip	Optional	Optional	Standard	Optional
Energy-Absorbing Bumpers	N/A	N/A	N/A	Standard

*See Standard Equipment section for Bumper Guard and Nerfing Strip applications on spirit and Concord DL and Limited models.

Safety Features


HEAD RESTRAINTS
FLUSH DOOR HANDLES
INSIDE MIRROR WITH 2 BALL JOINTS
LEFT OUTSIDE MIRROR
ENERGY ABSORBING WHEEL & COLUMN & ANTI-THEFT LOCK
FORMED CEILING
PADDED SUN VISORS
PENETRATION RESISTANT WINDSHIELD TEMPERED SIDE & REAR GLASS
SELF ADJUSTING BRAKES
PADDED INSTRUMENT PANEL
SAFETY RIM WHEELS
ADVANCED SINGLE UNIT BODY CONSTRUCTION
HIGH INTENSITY HEADLAMPS
ENERGY ABSORBING BUMPER SYSTEMS
AUTOMATIC BACK UP LIGHTS 4-WAY FLASHERS TURN SIGNALS
TREAD-WEAR INDICATORS
SEAT & SHOULDER BELT SYSTEM
DOUBLE-SAFETY BRAKE SYSTEM
SIDE MARKER LIGHTS
SIDE MARKER LIGHTS
HIGH STRENGTH DOOR LOCKS
"GUARD-RAIL" SIDE PROTECTION
DISC BRAKES (STD. ALL MODELS)

General Equipment

Lap belts for all designated seating positions
Shoulder belts for outside front seat positions
Two Rear Shoulder-Belt Anchors
Two Front Head Restraints
4-Way Hazard Warning Signals
Lane Changer Turn Signals
Automatic Back-Up Lights
Side-of-Car Safety Marker Lights
Hi-Intensity Headlights
Inside Rear-View Mirror with Twin Ball-Joint Pivots
Left-Side Rear-View Mirror
2-Speed Electric Windshield Wipers and Non-Glare Blades
Electric Windshield Washers
Windshield Defrosters (Heater)

Construction, Brakes, Wheels

Single-Unit Body Construction
Electronic Ignition (except 4-cylinder)
Guard-Rail Doors
Energy-Absorbing Steering Column
Energy Absorbing Steering Wheel
Penetration Resistant Windshield Glass
Tempered Side and Rear Glass
Formed Ceiling Headliner
Padded Sun Visors
Padded Instrument Panel
Safety-Shaped Armrests
Non-Glare Finish on Inside Parts
Double-Safety Brake System
Brake System Warning Light
Certified Flame Retardant Fabrics
Self-Adjusting Brakes
Mechanical Stop-Light Switch
Corrosion-Resistant Brake Lines
Safety-Rim Wheels
Tire Tread-Wear Indicators
Energy Absorbing Bumpers
Captive Engine Mounts

Locks, Door Handles, Controls

Anti-Theft Ignition, Steering and Transmission Lock with Warning Buzzer (Less Trans. Lock on Floor Shift)
High-Strength Door Locks
Safety-Shaped Door Handles
2-Key Locking System
Soft-Feel Control Knobs w/International Codes
Safety-Styled Instrument Panel
Front Seat-Back Lock
Dual-Action Hood Latch
Inside Hood Release

Seat Belts

All AMC cars are equipped with seat belts for all normal seating positions as follows:

Spirit & AMX
2 front, 2 rear

Concord
2 front, 3 rear
(2 rear on 2 door models)

Pacer—
2 front, 2 rear

Seat Belts

The front seat outboard positions have a lap and a shoulder belt that are permanently connected at the latch plate. The **lap belt** has an automatic locking retractor that **locks when you stop pulling the belt out.** The **shoulder belt** has an inertial-locking retractor that **locks only when the vehicle stops abruptly.** This allows upper body freedom of movement in normal situations. A plastic comfort clip on the shoulder belt allows the belt to be adjusted to reduce the pressure of the belt across the shoulder and chest.
A seat belt reminder system is provided and consists of a FASTEN BELTS indicator light and a buzzer. The light will come on whenever the ignition is turned to the on or start position, whether or not the driver has buckled up. It will go off automatically after about 4 to 8 seconds. The buzzer will sound only if the driver has failed to fasten his seat belt and the ignition is turned to the on or start position; it will go off automatically after about 4 to 8 seconds of buzzing. The warning light and buzzer work independently of each other and only for the driver's seat.

The rear seat outboard positions are equipped with automatic-locking lap belt retractors. Rear seat center position, where applicable, have manually adjustable lap belts.

Tips On Belts

WARNING: ***Never use the same lap-shoulder belt on more than one person at a time and do not wear shoulder belt under the arm. Such uses increase the chance and severity of injury in the event of an accident.***

- Belts, buckles, latch plates, retractors, reminder systems, comfort clips, and anchors should be inspected periodically. Webbing should be replaced if fraying or cuts have developed. Depending upon amount of use and exposure to sunlight, dirt, and abrasion, belt webbing strength may deteriorate over a period of years. In such cases, belt assemblies should be replaced.
- If your car has a rear bench-type seat, be sure each seat belt latch plate is inserted into the correct buckle. It's possible—especially for children—to get the middle and outboard seat buckles mixed up. Belt routings may be checked periodically by manually tracing webbings to their anchors by slipping your hand between the seat cushion and the seatback.
- The front seat floor retractor holsters swivel toward rear of car for ease of rear compartment entry and exit.
- Belt assemblies should be replaced in the event that they have experienced major collision loads.
- Connecting bolts should be tightened to the correct torque—your dealer can check this.
- When cleaning belts, use a mild soap or detergent with warm water. Rinse thoroughly and dry them in the shade. Never dye or bleach belts (may weaken fabric).

Seat Belts

When Children Are Passengers

For children five years of age or under, use of a child restraint is recommended. These include child seats, child harnesses, or infant carriers complying with Federal Motor Vehicle Safety Standard (FMVSS) 213.

The American Safety Belt Council (which also concerns itself with child seats), gives the following tips on buying and using child restraints:

- Look for a label saying that the infant carrier or child seat meets FMVSS 213 standards.
- Look for a statement in the seat's accompanying literature saying that the manufacturer has run his own "dynamic" tests on the seat. (There are about half a dozen such products on the market.)
- If possible, put the carrier in the center of the back seat rather than up front with you. The back seat is more safe fo a child.
- Read all instructions carefully and follow to the letter. Many infant carriers and child seats have a webbed strap coming down from the top of the back of the carrier. This strap should be fastened down when you are traveling. If the seat is up front, attach the strap to a back seat safety belt. If the seat is in back, fasten the strap to a suitable anchorage behind the rear seat.
- Many children aged four or five are too big for child seats and too small for regular seat belts (especially in the front seat, where the shoulder harness is likely to come right across their faces or necks).

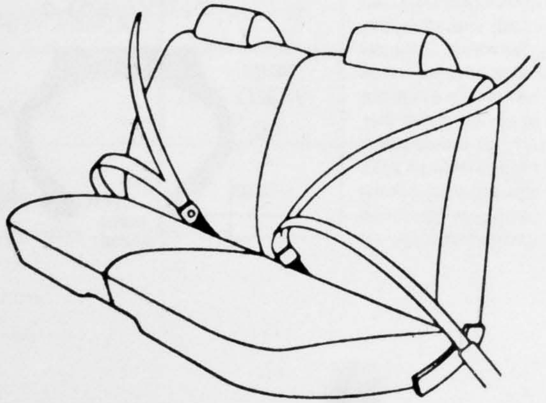
Put such children in the back seat, where belts don't have shoulder harnesses, and strap them in. While seat belts are not as protective for them (because their body weights and flexibility differ from adults), use of the belts is recommended.

Children should never be left alone in a car. If the occasion so requires, be sure to set the parking brake and remove the ignition key which also locks the steering wheel and automatic transmission shift lever in **P**.

Lap Belt Routing

It is important, safety wise, that lap belts be routed properly in relation to front seats, prior to use, as shown:

NOTE: for Bucket Seats, route both halves of Lap Belt around the outside of the seat.



INDIVIDUAL SEATS

Identification

The new radial tires used on AMC vehicles are from the new metric series of passenger car tires. The P195/75R14 tire size, for example, means the following:

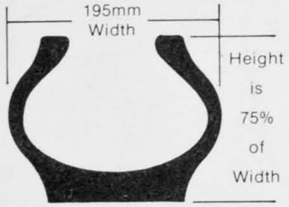
P — stands for passenger car tire

195 — is the section width in millimeters

75 — section height to width ratio

R — identifies tire construction:
- **R** — if radial
- **B** — if bias belted
- **D** — if diagonal

14 — rim diameter in inches.



P195/75R14
The 14 denotes the rim diameter in inches.

All AMC passenger cars are equipped with tires rated as Load Range B or standard load in the case of metric tires by the Department of Transportation. The Load Range is a measure of the tire's maximum load capacity when inflated to a maximum cold inflation pressure. The chart below details the maximum load carrying capacity for each of the five tire series when inflated to their maximum cold inflation pressure.

	Maximum Load Capacity Per Tire	
Tire Series	@ 32 p.s.i. Cold Inflation Pressure	@ 35 p.s.i. Cold Inflation Pressure
C78 x 14	1230	—
D78 x 14, DR70 x 14	1320	—
P195/75R14	—	1400
ER60 x 14	1400	—

To properly inflate tires on AMC cars, please follow the recommendations contained in the Owner's Manual and on the glove box door. Do not reduce inflation pressure if the tires are hot—driven over 10 miles at about 55 mph—as tire pressure may increase as much as 6 psi over cold pressures. If tire pressure must be adjusted while hot, temporarily set pressure at 6 psi (10 psi for sustained high speeds) greater than those specified until such time as cold inflation pressure can be checked and adjusted.

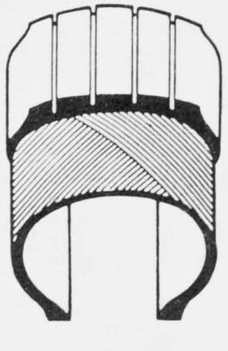
Construction

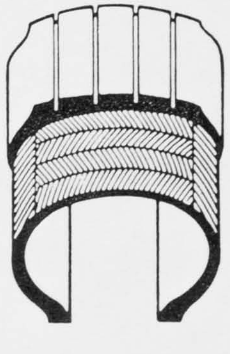
There are four basic types of tires: the bias-ply, bias-belted, glass-belted radial, and steel-belted radial. Each of these tires provide different performance characteristics on AMC cars. We offer as wide a selection as possible so that each new car owner can choose the type tire best suited to his driving needs.

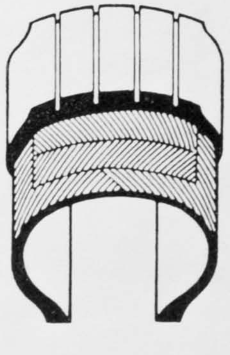
Bias ply tires are constructed of two or four plies (layers of rubber treated fabric woven usually of polyester) laid at an angle (bias) to each other as they run from bead to bead of the tire. The bead is the part of the tire which holds it to the wheel rim. This type of tire has strong construction and flexes easily for a smooth comfortable ride.

The bias-belted tire is similar in basic construction to the bias ply tire with the two plies laid at an angle to each other but also has two cord belts (made usually of steel, fiberglass, or textile cord dependent upon the type of tire) which run around the circumference of the tire between the body and tread. This type construction produces tires which flex easily to provide a smooth ride and the cord belts reinforce the tread to hold it flat on the road and reduce tread "squirm" and thus give long tread life and excellent handling characteristics.

Of European heritage, the radial tire has body plies which run across the tire from bead to bead at an angle of approximately 90° to the center line of the tire. Reinforcing these body plies are cord belts (made of steel, flexten or fiberglass in those offered on AMC cars) which run around the circumference of the tire between the body and the tread. This belt holds the tread flat on the road with the tread grooves open for good traction as well as reducing tread "squirm" which is an enemy of long tire mileage. The steel belts used in these tires provide for greater tread stability as well as guarding the tire against road hazards. Radial tires also provide for a minimum of friction between the cord plies for maximum flexibility and a smooth ride. It is these construction characteristics of tread stability and lack of "squirm" which gives radial tires the qualities of long mileage, excellent stability, superior traction and good handling characteristics.


BIAS PLY


RADIAL


BIAS-BELTED

TIRE AVAILABILITY/ BASE MODEL STANDARD EQUIPMENT*

MODEL	SPIRIT SERIES		CONCORD SERIES				AMX SERIES	PACER SERIES	
ITEM	2 Dr. Sedan 7946-7	Liftback 7943-7	2 Dr. Sedan 7906-7	4 Dr. Sedan 7905-7	2 Dr. Hatchback 7903-7	4 Dr. Wagon 7908-7	Liftback 7943-9	2 Dr. Hatchback 7966-7	2 Dr. Wagon 7968-7
C78 x 14	S-B, O-W	S-B, O-W	N/A	N/A	N/A	N/A	N/A	N/A	N/A
D78 x 14	O-B, O-W	O-B, O-W	S-B, O-W	S-B, O-W	S-B, O-W	S-B, O-W	N/A	N/A	N/A
P195/75R14 GLASS BELTED RADIAL	O-B, O-W	O-B, O-W	O-B, O-W	O-B, O-W	O-B, O-W	O-B, O-W	N/A	S-W	S-W
P195/75R14 STEEL BELTED RADIAL	O-B, O-W	O-B, O-W	O-B, O-W	O-B, O-W	O-B, O-W	O-B, O-W	N/A	O-B, O-W	O-B, O-W
DR70 x 14 FLEXTEN RADIAL	O-B, O-OWL	O-B, O-OWL	O-B, O-OWL	O-B, O-OWL	O-B, O-OWL	O-B, O-OWL	N/A	N/A	N/A
ER60 x 14 OWL FLEXTEN RADIAL	N/A	N/A	N/A	N/A	N/A	N/A	S-OWL	N/A	N/A

TIRE APPLICATION:

S	Standard equipment tire with base engine
O	Optional equipment tire
B	Black Wall
W	White Wall
OWL	Outline White Letters
NA	Not Available

*See Standard Equipment section for DL and Limited model tire applications.